YACHTING

Spirited Race for the Commodore's Challenge Cup.

THE RAMBLER AND MADELEINE.

The Rambler Wins by Nearly Four Hours.

Strong Breeze and Rainy Squalls-Fair Test of the Speed of the Yachts-The Accidents and Delays-Commodore Voorhis' Challenge to Mr. Forbes.

NEWPORT, R. L., Sept. 21, 1872. The Rambler and Madeleine arrived early this orning, after having been two nights and a day aking the race for the Commodore's Challenge Cup over the course from Brenton's Reef Lightship to Sandy Book Lightship and return. The Rambler won the race by nearly four hours and remains in peaceful possession of the cup for the season of 1872, as by deed of gift two victories exempt the victor from further challenges for the season. It cidom that yachtsmen have the luck to get such breeze as the Rambler and Madeleine experienced during the race, as it gave t fair chance of testing the speed and sea - going qualities of the yachts. The was very unfortunate, parting the leech of her mainsail when about two miles ahead; and she also met with several other mishaps, such as parting the sheets of her jib and the lying jib, splitting her forestaysall and tearing out of the deck the starboard cycbolt holding the foreminutes repairing the throat halyards, which chafed away. These accidents show how thoroughly strong all rigging and canvas should be to stand a blow at this season of the year. THE START.

and eastward of the Brenton's Reef Lightship, and their time was taken as they bore southeast from that point. They went by as follows:-

Yacht. Club. Otener. H. M. S. Madeleine. B.Y.C. Com. Jacob Vorhis, Jr. 8 48 31 Rambier ... E.Y.C. Mr. J. M. Forbes. ... 8 51 22 Both yachts were under main and foresail main Madeleine also had a working foretopsail set. Just after crossing the line both yachts sent up the jibtopsail, and the Rambler also sent up a small foresail. The wind was then about south by east, Madeleine found her club topsail of very little service on the wind, and when taking it down the club fouled the main gaff and snapped it in half. This damage was soon mended by bending on a new stick. The Madeleine then set a working maintopsail. At 9:30 Point Judith bore northwest half a ile distant, and the Rambler was about a mile astern in the wake of the Madeleine. The weather now began to thicken and

came up and wet our canvas. At 9:45 the Rambler lowered her club topsail and set a small one. Point Judith was then bearing north, about three iles distant. The breeze kept freshening and haulnore to the westward, heading us off our course to Montauk. At ten A. M. the Madeleine clewed up her foretopsail, and the maintopsail and flying jib were also got out of the way. We lost sight of the Rambler then in a rain squall, which headed us off so that we could not point better than west and west half south. At 10:15 the squall subsided; we set the flying jib, and sighted the Rambler about three miles astern, with her topsails taken in. The sky now began to clear up a little, and the sun made a kind of half attempt to break through the cloudy atmosphere. The wind went back a couple of points to the southward, and we headed about southwest by west. The tide was now running ebb on our lee bow, setting us up to windward. At 11 A.M. we sighted the lighthouse on Montauk on our weather bow, bearing south-southwest, Watch Hill bearing northwest by north, and the southerly end of Block Island bearing south-as thou five miles distant. The Rambler was then about three and a

half miles astern of the Madeleine, in her wake. The breeze began to haul again to the westward, and we were pointing west by north. At Watch Hill bore north by west, with the weather still "HICK AND RAINY."

We lost sight of the Rambler in the rain. The wind had then hauled round about west, and shortly afterwards died out altogether, and we were rolling about in a neavy swell. The weather cleared up a little and we sighted the Rambler about two miles astern. We set topsalis and caught a light breeze from the southwest. The Rambler set staysail and jib topsail about two P. M. The breeze came up a little fresher, Montauk then bearing south southwest, and the Kambler gradually closing up towards the Madeleine. The Rambler took down staysail and stayed at 2:10, heading towards Montauk, and the Madeleine attempted to follow suit at 2:14, but missed stays; tried again, and succeeded in 2:22, heading southwest by west. The Rambler was closing up in the light breeze, and was now about three-quarters of a mile to leeward. At 2:31 the Rambler tacked at 2:25, with Montauk light bearing south by west. We now came in for Materian south by west. We now came in for which we have a substantial to the Madeleine tacked at 2:25, with Montauk light bearing south by west. We now came in for which we have a substantial to the Madeleine went on the port tack, heading west by north, with Montauk about a mile tand a half distant, bearing south by west. The Rambler tacked a few minutes afterwards about a mile to leeward. Montauk was now pretty well disposed of, and at 3:40 the Rambler tacked off shore. How we have a substantial to leeward. Montauk was now pretty well disposed of, and at 3:40 the Rambler tacked off shore. It was now clearing a thead a few minutes afterwards about a mile to leeward. Montauk was now pretty well disposed of, and at 3:40 the Rambler tacked off shore, with the Madeleine tacked in shore, and at 4:20 and set jibtopsail. At 4:35 Rambler tacked off shore, it was a substantial to leeward. The Rambler stood in sh

while the Rambler had gone by with both topmasts housed, and was out of sight before the Madeleine again got going. The accident occurred off Rockaway, and at 3:15 she got started, having lost two hours and thirty-seven minutes, and drifted about four miles to leeward into a heavy sea. The Rambler at 3:55, and the Madeleine made a long stretch and tacked off Long Branch for the lightship, which she passed at 6:53. Coming back the Rambler carried on full mainsail and loresail, both topsails, staysail, forestaysail, jib, flying jib and jib topsail, and at at 6:41:20 sighted Fire Island, bearing north three-quarters west, at 9:49 Shinnecock, bearing north, and at 12:33:22 passed Montauk Polnt, northwest. After passing Shinnecock the breeze freshened considerably, and she took in the topsail and put a double reef in the mainsail. The Madeleine came nome under sail, with topsails up, in the early part of the evening. She passed Fire Island at ten P. M., and at two A. M. this morning Shinnecock bore west northwest, about fourteen miles distant, at 3:30, sighted Montauk dead ahead, and at 5:30 Montauk bore west about two miles distant. At 7:30 we passed Point Judiah, with the wind about west northwest. It was a very pretty sail back, and the Rambler made the run from lightship to lightship in twelve hours and eighteen minutes, while the Madeleine took thirteen hours and sixteen minutes. The yachts arrived as follows:—

Yachts. *H. M. S. *H. M. S. *S. *Mambler ... 4 16 54 43 25 32 Madeleine ... 8 9 12 47 18 41 Making the actual difference of time between them three hours, fifty-three minutes and nine seconds. The Rambler left for Naushon at noon to-day, and the Madeleine leaves for New York to-morrow.

Another Challenge-Commodore J. Voor

Yesterday afternoon Commodore Jacob Voorhis, Jr., owner of the yacht Madeleine, sent the follow. to Mr. J. M. Forbes, of the yacht Rambler, at New-

NEW YORK, Sept. 21, 1872.

Mr. J. M. Fornes, Newport, R. I.:—
Will you sail the Rambler against the Madeleine twenty miles to windward and back from Sandy Hook, any time to suit your convenience, from October 1 to October 10, for a cup, value \$500.

JACOB VOORHIS, Jr.

THE RACE BETWEEN THE VISION AND GRACIE.

The Gracie's Experiences-Five of Her Sallors Overboard and Her Sails in

on the Gracie during the race between that yacht and the Vision on Friday last, from the stakeboat in the narrows to the Southwest Spit buoy; thence back to the buoy on Craven shoals: thence to the Southwest Spit buoy again; thence home to the stakeboat in the Narrows, and in which contest the Vision won the Commodore's Challenge Cup for

the Vision won the Commodore's Challenge Cup for sloops:—

The Gracle crossed the line first, twenty-four seconds ahead of the Vision, under close-reeled mainsail and bonnet off the jib. About filteen minutes after starting she set her flying jib, and was apparently increasing the distance between herselt and the Vision. About ten minutes after the flying jib was set the tack rope parted and the sail was hauled down, a new tack bent and the jib reset. It had not been fixed five minutes when the eye of the clew tore out of the canvas and the sail was rendered useless. The Gracle rounded the Southwest Spit buoy, No. 8½, about a minute ahead of the Vision; but while endeavoring to trim the main sheet, with six men hauling, one of them lost his balance and fell overboard, carrying with him four others, and the five men were for a few minutes struggling in the water. By the time they were rescued and the sails trimmed, and the yacht put upon her course, six or seven minutes had been lost. She was then kept well to windward, close along the West Bank towards the buoy on Craven Shoal. When off the hospital she was a long distance to windward of the Vision, and would in all probability have turned Craven's Reef buoy ahead. The buoy had been described to Mr. Colgate, while on the judges' boat before the start, as being painted in white and black stripes, and there being such a buoy to leeward of the Craven Shoal buoy, and, seeing the Vision heading for it, the Graces's crew supposed it must be the right one and kept her off, thereby losing the great advantage of her windward position. The wind at this time had considerable lightened, and many of the third reef points of the mainsail having started one reef was haken out; but no sooner was there a strain on it than a long rent was torn in up to the forward leach, which constantly increased. The Craven's Reef buoy was rounded 1 min. 49 sec. behind the Vision. Soon afterwards the points of the second reef was haken out; but no sooner was there a strain on it than a long re

Yachting Notes. The Columbia, N.Y.Y.C., Mr. Wallack; Restless, N.Y.Y.C., Mr. Haven, and Magic, N.Y.Y.C., Mr. Hatch, are at anchor of the Quarantine station,

CRICKET.

Progress of the Game-Good Bowling on Both Sides-The Twenty-two Out for a Few

its usual mission on Friday night, ten members of the "gentlemen eleven" from England took pas-Englishmen were welcomed by a deputation from the patrons of cricket in the City of Brotherly Love and escorted in carriages to the Continental Hotel, where they were greeted even at that late hour of night by a crowd of sight-seers who were anxious to view the bold Britons.

The ground for the combat the following morn-

ing proved to be in admirable condition. The utmost anxlety and enthusiasm prevailed. Ladies lifted their filmsy vells and exposed their pretty faces to the gaze of the admiring throng in order to more clearly gain a view of the game and its progress. The bowling on the side of the twenty-two was very good—straight on the wicket and ex-Grace and Ottoway been thorough masters of the game of cricket their several stumps would have had but little chance of retaining their position in the ground. As it was, Grace disappointed the expectations of all beholders by being

BOWLED OUT
when he had only scored fourteen runs. Every one was expecting to see him drive the bail in his splendid style far out of the field, but the splendid bowling and good fielding of the twenty-two annihilated his purpose. Much jubilation was dis-played when the swift, gliding ball took the wicket of

and passed the bark A. Jackson on the starboard rack. At \$30 she tacked off shore, and at 9 she tacked again in shore. The breeze now began to freshen up, and we took in topsalis and shortly afterwards, at 9:55, parted jib and flying jloshects. This accident delayed us nearly fitteen minutes, as she would not steer under full mainsai, foresail and forestayasil, but kept going on irons every two or three minutes. The Rambler then came up and passed about his became the to leeward, heading in shore. The race now became the to leeward, heading in shore. The race now became the to leeward, heading in shore. The race now became the total property of the light of the moon. The dandeleine was under the same canvas, and had just parted her flying jib for the same canvas, and had just parted her flying jib for the second time. A new sheet was soon bent on, and with the assistance of the flying jib sheet agent in the mainsail, and kept increasing her down to have a fly the light of the moon. The flying jib sheet large the flying jib sheet large the light of the moon time to the flying jib sheet large the light of the moon. The flying jib sheet large the light of the moon time flying jib sheet large the light of the moon time of the sale closed up the gap very fast, and finally weathered her and kept increasing her down to have a should be a should be

wicket. J. Sanderson succumbed to the very first ball

WHIZZEG AT HIS WICKET
by Appleby. Horace Magee made three ones, and was stumped by Ottoway, and Sam Welch, after scoring a single and a two, walked from the wicket "not out."

Here ended the first inning.

There was an enthulastic how of applause as Grace, in the full magnificence of his glorious strength and the plenitude of his science, stepped up to the wicket with determination in his clear brown eye. Gtoway faced him, Newhall and Meade were the bowlers. The delivery of these gentlemen's balls was remarkably good, and Grace honestly owned to the reporter that he

LOST HIS WICKET
by a ball that it was an honor for any man to succumb to. Mr. Grace made a two, a pair of singles—if such ambignity of expression may be permitted—two monstrous cuts for three each and four units. Hornby followed the "big Injun," and still retains his bat with a score of ten to his credit. Ottoway was run out with a similar multitude, and Alired Lubbock reigned in his stead. He made six singles, and then, as the shadows were lengthening and the sun setting in a blaze of purple, saffron and crimson—the colors of the I Zingari—beneath the trees that crowned the western hills, the stumps were drawn and the game declared over for the day. It will be resumed on Monday.

The following is the official score:—

THE PHILADELPHIANS.

Brewster, b. Appleby.

Rrewster, b. Appleby.
H. Newhall, b. Appleby.
W. Welsh, b. Appleby.
W. Welsh, b. Appleby.
R. Newhall, b. Appleby.
R. Newhall, b. Appleby.
R. Newhall, b. Appleby.
John Large hit wicket, b. Grace.
Cadwallader hit wicket, b. Rose.
George Newhall, b. Appleby.
Joe Hargrave, b. Appleby.
Joe Hargrave, b. Appleby.
W. Morran st. Ottoway, b. Grace.
S. Law, c. Kose, b. Grace.
S. Law, c. Kose, b. Grace.
C. Newhall, b. Appleby.
Mende, c. E. Lubbock, b. Grace.
C. Sent Wicket, b. Grace.
C. Baird, run out.
T. Hargreave, c. Ottoway, b. Grace.
Clay, b. Grace.
John Hargreave, run out.
Sanderson, b. Appleby.
McGee, st. Ottoway, b. Grace.
S. Welsh, not out.
By, 1: jeer by. 1

and nine wickets to go down. From the present aspect of the game it cannot be determined which side will win, chough, of course, the favorites are the English Eleven. Even members of that organization are but human, and the proclivity to strike at a hard ball is innate in them. Futurity will show how the whole thing works.

SHIPPING NEWS

Almanac for New York-This Day.

SUN AND MOON.
SUN rises. 5 47 GOV. Island. morn 11 59
SUN sets. 6 57 Sandy Hook. morn 11 14
Moon rises eve 9 17 Hell Gate. eve 1 44 OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF SEPTEMBER AND OCTOBER. | Sails. | Destination. |

PORT OF NEW YORK, SEPT. 21, 1872.

CLEARED.

Steamship Italy (Br), Thompson, Liverpool via Queenstown—F W J Hurst.
Steamship Dorian (Br), Taylor, Glasgow—Henderson Bros.
Steamship Doutachland (NG), Neynaber, Bremen via Southampton—Oelrichs & Co.
Steamship Tybee, Delanoy, Samana, Port au Platt, &c—Spofford Bros & Co.
Steamship Clom H A Adams, Hover, San Juan del Norte—Strout Bros.
Steamship Clyde, Kennedy, Galveston via Key West—C H Mallory & Co.
Steamship Cortes, Whitman, New Orleans—H B Cromwell & Co.

son.
Steamship Charleston, Berry, Charleston—H R Morgan
& Co.
Steamship Benefactor, Jones, Wilmington, NC—Lorillard Steamship Loo.
Steamship Loo.
Steamship Loo.
Steamship Loo. lard Steamship Co.
Steamship John Gibson, Winters, Georgetown, DC—G B
Merrick & Co.
Steamship Glaucus, Walden, Boston—H F Dimock.
Ship Jessore (Br), McClellan, Londonderry—Snow &
Burgess.

Ship Helene (NG), Rashen, Bremen—J A Powley.
Ship Helene (NG), Gambredello, Cork or Falmouth—Tetens & Bockmann. Bark Semplice (Ital), Decrogori, Queenstown or Fal-mouth for orders—Tetens & Bockmann. Bark Excelsior (Nor), Lingdahlsen, Queenstown for or-ders—Tetens & Bockmann. Bark Blanche (Br), Vaughan, Trieste—H J DeWolf & Messagera (Ital), Mazello, Cork-Funch. Edye &

maill. Reptune (NG), Rittleher, Rie Janeiro-Funch, Edye & Co.
High H. H. Scavey, Lee, Rio Grande do Sul-J H Winchester, River of the Co.
Brig Josle, Pettigrew, Cadiz-Simpson & Clapp.
Brig Tula, Read, Newburyport-S W Lewis & Co.
Schr J W Dodge; Spaulding, Barmoon-E Puig & Co.
Schr W J Sharkey (Br), Smith, St Johns, NF-P I Nevius & Son. Schr Cuba (Br), Baldwin, St John, NB-Heney & Parer. Schr Geo W Dill, Walker, Tampa, Fla-Benner & Pinck

schr Geo W Dill, Walker, Tampa, Fla-Benner & Flaceney,
ney,
Schr James Wall, Glover, Jacksonville—W Ray,
Schr Nancy Smith, Boyd, Savannah—Evans, Eall & Co.
Schr John, Williams, Wilmington, NC—E's Powell.
Schr John Mosser, Abrams, Washington, NC—Madison
Holmes & Co.
Schr Palma, Rankin, Georgetown—Bentley, Miller & Co.
Schr Modesty, Weaver, Baltimore—Wm Chalmers.
Schr Chas Comery, Pinkham, Boston—S C Loud & Co.
Schr Leddie, Turner, Chelsea, Mass—Jed Frye & Co.
Schr Hyne, Babb, Salem—R W Ropes & Co.
Sloop Fred Brown, Thrasher, Providence—H W Jackon & Co. m & Co. Steamer Tacony, Nicnois, Philadelphia, Steamer Mayflower, Fults, Philadelphia, Steamer D Uley, Brown, Philadelphia, Steamer S C Walker, Sherein, Philadelphia,

ARRIVALS.

REPORTED BY THE HERALD STRAM TACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

REPORTED BY THE HERALD STEAM TACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamship Humboldt (NG), Arnold, Stettin Aug 20, Copenhagen 31st, Havre Sept5 and Queenstown 8th, with most and 620 passeggers to wend; Exammelsberg. Sept 20th, passed a bark showing a white and blue liag, with red clasmood in the white.

Steamship Knully B Souder, Burdick, New Orleans, Sept 14, with mose and passengers to Frederic Baker, had light winds up to lat 36, thence strong NNW winds and head sen; Sept 17, 25 miles north of Cape Florida light, exchanged signals with bark R W Griffiths, bound north; Sept 26, lat 36 52, long 74 58, exchanged signals with steamship Urigo, Bulkley, Savannah Sept 17, with mose and passengers to Murray, Ferris & Co.

Ship Clytic (of Liverpool), Whitheld, Manila April 8, with mose, to W for Liverpool, Whitheld, Manila April 8, with mose, to W for Liverpool, Whitneld, Manila April 8, with mose, to W for Liverpool, Whitneld, Manila April 8, and 125 passengers to C H Marshall & Co. Been 19 days W of the Banks, with light warishle wind and no NE trades. Ship Great Western, Lewis, Liverpool Aug 20, with mose and 125 passengers to C H Marshall & Co. Been 19 days W of the Banks, with light westerly winds; Sept II, lat 433, lond 32, passed a vessel of about 500 tons burthen waterloxged and abandoned; painted black outside and white inside, with a red monding around her; had no head, the masts were all gone to about five test from the deck, bowsprit and jibboom intact, hatches all off and after part of deck partly broken up; there were two anchors with wooden stocks on the forecastle deck, with chains bant on with the bights around the stancheons; size was heading about NE.

Ship City of Calcutta (of Glasgow), Greenhorn, London, 34 days, with mose to 5 E Morgan's Sons. Had modernto wenther up to Sept 8, 9 and 10; then had a heavy gaie from N to W; since line weather; been 10 days west of the Banks.

from N to W; since fine weather; been 10 days west of the Banks.

Ship Abirail (of Yarmouth, NS), Raymond, Newport 44 days, with railway fron, to order; vessel to JW Elwell & Co. Had strong W and SW winds to the Banks; thence II days, with moderate weather.

Ship Frinz Albert (NO), Hoepfner, Hamburg 45 days, with moderate weather.

Ship Frinz Albert (NO), Hoepfner, Hamburg 45 days, with moderate winds.

Ship Leocadia (NG), Wenke, Bremen, 41 days, with modes to H Bactyer & Co; had strong westerly winds to the Banks; from thence II days, with light winds and calms.

Bark Skjold (Nor), Henricksen, Liverpool 24 days, with salt, to Woodward & Robinson-vessel to Funch, Edye & Co. Took the northern passage and had variable weather; been ten-days west of the Banks; Spet 10, int 44 7, lon 50 28, spoke ship Elmonia, from Liverpool for New York; 13th, lat 42 28, lon B2, bark Tariffa, from — for Philadelphia.

Hark Betsy Gude (Nor), Due, Cork 38 days, in ballast, to

13th, lat \$2.38, lon \$6.23, bark Tarlifa, from — for Philadelphia.

Hark Betsy Gude (Nor), Due, Cork 38 days, in ballast, to Tetens & Bockmann. Been 12 days W of the Banks, with strong, variable winds.

Bark Crono (Aus), Sterk, Queenstown 30 days, in ballast, to Slocovich & Co. Took the northern passage; had moderate weather; was 11 days west of the Banks.

Bark President Dade (Nor), Olsen, Cardiff 50 days, with railway iron, to order. Had fine weather; been 21 days west of the Banks.

Bark Queen of the Bay (of Sunderland), Wale, Colombo, 99 days, with mose, to C G Ramsay. Was 10 days of the Cape of Good Hope, with heavy westerly gales; rounded the Cape July 22, passed St Helena Aug fo and crossed the Equator 22s in low 51 27. Aug 19, lat 6 21 8, lon 25 18 W, signalized a ship showing Marryati's code, the dist pendt, Nos 3, 2, 1, 4, 74 days from Calizo for Falmouth, E.

Rehr J A Shepard, Wilbur, Baltimore.
Schr J A Jayne, Jayne, Baltimore.
Schr J A Jayne, Jayne, Baltimore.
Schr B L Hull, Johnson, Philadelphia.
Sloop Plying Soud, Bowen, Virginia.
The ship W J Harfield, which arrived 20th, reports:—
Made a northern passage, and had strong NW winds to
the Banks; from thence 15 days, with iresh southerly

Passed Through Hell Gate.

hip Franconia, Bragg, Portland for New York, se and bassengers to J F Ames hip Glaucus, Walden, Boston for New York, with

iore. Schr S G O'Donnell, Earl, New Haven for Baltimore. Steamer Galatea, Nye, Providence for New York, with BOUND EAST.

bor Lily O Wells, Wells, Rondout, for Providence, bur Dr Kane, Hodgdon, Hoboken for Hartford, bur J G Russell, Lynch, New York for Hartford, bur Ida A Jayne, Jayne, Baltimore for Boston, bur Clementine, Butler, Philadelphis for New Bedfont J & M Merruman, Potts, Hoboken for Providence har Adris (Rr), Milton, New York for St John, NR, chr C E Hellier, Hutton, New York for Bangor, ehr Francis G Smith, Ennis, Hoboken for Fall River chr Margaret R Sampson, Horton, Baltimore for Fence. idence, behr D G Foster, Edwards, Rondout for Providence, Sehr Kate Callahan, Avery, Elizabethport for New ?

SAILED.

Steamships City of Brooklyn, Italy, Baltic, and Batavia, for Liverpool; India, and Dorian, Glasgow; Deutschland, Bremen; Washington, Havre; Tybee, St Domingo City; Cityde, Galveston; Montgomery, and San Jacinto, Savannah; Cortea, and Gen Meade, New Orleans; Gen Sherman, Port Lemon; Manhattan, Charleston; Old Dominion, Richmond, &c; ships Alexander Marshall, Liverpool; Thos Stephens, London; Simia, Acapulco; Samuel G Reed, San Francisco; barks Famelins Minde, Queenstown; Maria Clotidde, do; Maria Christina, Cork; Rozalia, Trieste; Unione, Odessa; Chill, Continent; briga Josie, Cadiz; Nuova Providenza, Gibraliar; Maria C, Queenstown; Mini, do; Ernst Wilhelm, Elidnore; Stabia, Cork; Teresina, Penarth Roads; Gipsey, St Croix; Sarah L Hall, St Johns, NF; achr Electric Spark, Barbados, Also sailed, ships Marianna VI, and Lancaster; barks Victoria, Tardado, Uf Payzant, Konkordia, and Chilla; brigs S L Hall, and "Adalache Provenca.

The different dry docks of the city have not been very fully occupied during the past week, and for some little time there has existed a duliness in their line of business not usual at this time of the year. The different entries have been as follows:—

Bark Elba, 424 tons, owned by Messrs Jas E Ward & Co,

was lowered from the balance dock foot of Pike street on Tuesday, after being stripped, calked and remetalled. Steamer Fall River, owned by the New Jersey Southern Railroad Company, took her place, to patch and raise metal, and the dock is now occupied by bark Sagadahoc,

529 fons, of Bath, to stop a leak.

The large balance dock adjoining is again in working order, after its extensive repairs, and is now filled by

steamer City Point, to patch metal.

Steamship Tybee, 809 tons, owned by Messrs Spofford Bros & Co, was lowered from the large sectional dock, toot of Rutgers street, on Tuesday, after repairing shaft. She was followed by steamship Geo Cromwell, 979 tons,

or the New Orleans line, also for repairs to shaft, new wheel and painting bottom.

On the small sectional dock adjoining have been brigs Orbit, 313 tons, of Steuben, Me, to paint bottom, and Sa-lista, 332 tons, of Steckton, Me, to patch metal.

Brig Henry Trowbridge, 172 tons, of Portland, Me, was

line, has occupied the mammoth sectional dock at Ho-boken, to paint bottom, and yesterday ship Forest Eagle, 1147 tons, of Richmond, Me, was raised, to be stripped.

1147 tons, of Richmond, Mc, was raised, to be stripped, calked and remetalled.

The large Erie Basin dry docks have been occupied during the week by the North River steamboat Connecticut, undergoing extensive repairs, and ship Jane Watt, 973 tons, of Bath, to strip, calk and remetal, and do other large repairs necessary to put her in seaworthy condition, she having put into this port in distress some time

On the large dock, brig Somerset (Br), 330 tons, to batch metal, and schooner Thos P Ball, 450 tons, to batch metal, and schooner Thos P Ball, 450 tons, owned by Messrs Evans, Ball & Co. to calk and put on a suit of yellow metal. On the middle dock, brig H H Seavey, 175 tons, of Bangor, to patch metal and put on shoe, and pilot boat Widgeon, to clean bottom. On the small dock, pilot boats Mary E Fish, and Charlotte Webb, to clean and

paint bottom.

The Erie Basin sectional dock at Red Hook has had up schooners Jessie B Smith, Alice C Noyes, CS Webb, Sparkling Sea, and Annie Bayard, all to calk and paint, Marine Disasters.

SHIP SONORA, Simmis, from Manila July 12 for New York, which put back July 20, sailed again 24th for desti-nation. NAUGH.

SHIP EUGENE ET ADELE (Fr), Jobet, from Marseilles for San Francisco, put into Rio Janeiro Aug 22, leaky.

Buios Joseph Baker, from Brunswick; Grace Kelly (Br) and Amazon (Br), were driven ashore at Barbados during the hurricane of Sept 9 and 10.

Barg Gen, Pierce, at Barbados Sept 4 from New York, ost part of deckload in a gale Aug 26. SCHR WHIER SWAN, Halliran, from Boston for Surinam. put into St Lucia Sept —, dismasted.

put into Structa Sept —, dismasted.

Schr Oxfarto, McCauly, from Maracalpo for New York, which put into Kingston, Ja, July 28, in distress, repaired and sulfed for destination Sept 7. A portion of her cargo (124 bags damaged coffee) was sold at auction at 58 a 58 per 109 lbs; some damaged cocoa brought 26s 6d per 3100 lbs.

Schu G M Parraidge, Bunker, of and from Rockland for New York, loaded with time, put into Newport night of 19th, on account of her cargo being discovered to be on fire. Her hatches have been nailed down, and by this means it is hoped the fire will be smothered. SCHE MEMENTO—About 50 tons of coal was taken from the schr Memento (before reported sunk at the foot of Grinnell street, New Bedford), and she came off at o'clock on Thursday evening, and was hauled alongside the wharf, she was pumped out by steam fire engine Progress.

Progress.

ALEXANDRIA, Va. Sept 29—A three-masted schooner, name unknown, passed by here on her way up the river this morning, with her jibboom and forward rigging carried away.

GLASGOW, Sept 8—The Loch Katrine (of this port), from New York, which arrived in the Clyde Aug 31, was run into by the steamship Bonny Aug 31, while at anchor, and lost figurehead, headrails, hawsers and ironwork, and had bowsprit broken.

and had bowsprit broken.

GLOUCKSTER, Mass, Sept 21—The sehr Menitor, Captain Kelly, of Bangor, Me., bound to Boston with a cargo of lumber, was run into this morning by the sehr Rolling Wave, of St. John, NR, between Haifway Rock and the Graves. She filled with water immediately. The crew were all saved, having barely time to escape. They were brought into Gloucester this forenoon.

HAYDE, Sept 7—The Polymula, Thomas, from New Orleans to Bordeaux, put into Belle Lise yesterday to repair damages.

Miscellaneous. Purser C C Wildman, of the steamship Virgo, from Sa vannab, has our thanks for favors.

LIGHT VESSELA—The Shovelful Shoal and Handkerchief Reef light vessels, which have been undergoing thorough repairs at New Beitrori for some time past, are com-pleted, and were towed to their stations on Friday by US steamer Verbene. They have been refusiened and other-wise repaired, coppered, calked and painted.

Whatemen.

Arrived at Vineyard Haven 20th, schr Rising Sun, Hatterss Ground, of and for Providence, 8 mos out, with 50 bbls sp. 90 do wh oil. Spoke Sept IS, int 37 40, lon 72, schr Elbridge Gerry, with 40 bbls sp. 70 do wh oil.

Spoken—Aug IS, no lat, &c (by letter from bark Seine), bark Andrew Hicks, Howland, Westport, clean.

Bennos Ayrres, Aug 5—Arrived, brig Clito, from Portland (f).

In port Aug IS, barks Centaur (Br), Vaughan; La Piata, Crowell; Wieland (NG), Vogelang; Wheatland, Bursley, and Sarah, Cheney, for New York, 1dg; Tatay, Moody; Eva H Fisk, Emery, and Philena, Chase, for Boston, do; Eva H Fisk, Emery, and Philena, Chase, for Boston, do; Eva H Fisk, Emery, and Philena, Chase, for Roston, do; Eva H Fisk, Emery, and Philena, Chase, for Ravannah, ar 9th; 8t Peter, Clurts, from Pensacola, ar 4th; Eureka, Prince, from New York, ar 4th; brigs Estella (Br), for New York, Idg; Woodland, Clark, and Agonora, White, for do do; H C Sibley, Colson, from New York, Pide; Blanche (Br), Cole, Barranos, Aug 15—Arrived, brigs Blanche (Br), Cole, Philadelphia; Ifth, E A Barnard, Willeby, do and sid 29th for Turks' Island; Schrs Eveline, Carroll, New York, and sid 29th to return); 18th, Central America, Roberts, Norfolk (and sid 29th for Turks' Island); 27th, brigs Jas Baker, Phelan, Brunswick, Ga (since driven ashore); Sept 6, Gem, Pierce, New York; 8th, Harry & Aubrey (Br), Brigs, do; Robert Howe, Abbott, do.

Salled Aug 12, brigs J B Kirby, Bernard, St Vincent; 22d, bark J S Pendergast (Br), Baises, Turks' Island; 23d, brig A J Raymond (Br), Dowley, Boston.

Cander, Sept 9—Arrived, Voluntina, Haynes, Charleston.

Salled 9th, Annie Ainelle (6), Stephensen, New York, Salled 9th, Annie Alnelle (6), Stephensen, New Y DUNEDIN, NZ, July 33—Arrived, bark Brunotte, Webb, Kew York, Denara, Aug 24—Sailed, bark Zephyrine (Br), John on, Bonaire; brigs John Walsh, Vanselow, Philadelphia; 7th. Madonna, Jordan, New York; Sept 2, Morning Light, 7th. Madonna, Jordan, New York; Sept 2, Morning Light, Pill, New Haven; 4th. bark Josephine (Br), Crouse, Delaware Breakwater, in port Sept 6, ship City of Bankow (Br), for New Oreans; bark Claribel (Br), for Bull River, SC; brigs Hattle Baton (Br), Dyer, for Boston, Village Belle (Br), Manhorn, from Baltimore, arrived Aug 27, for Philadelphia; chr Horiensia, Norion, for New York, Palmouri, Sept 9—Sailed, Louisa, Gehm, New York; Oth, Wim Wilcox, Orocker (from Calcutta), London; Hudon, Vaughan (from Bassein), Liveppool.
Foocnow, Aug 3—Sailed, bark Deerhound (Br), Carlin, sew York.

FOOGROW, Aug 3—Salled, bark Deerhound (Br), Carlin, New York. In port Aug 5, ship Guinevere (Br), Anthony, for New York, ldg. York for London.
GLASGOW, Sept 21—Arrived, steamship Buropa (Br),
Campbell, New York.
Gottensure, Sept 3—Cleared, Stabbestadt, Nielsen,
United States: 4th. Bella, Christiansen, Philadelphia.
HELVOKT, Sept 8—Arrived, Gormania, Evera, Baltimore;
Jourquist, Brouwershaven.
HONG KONG, July 27—Salied, ship St Kilder (Br), Rushson, Swatow, to load for San Francisco; Aug 1, bark
Everat Heile, Popp. Foochow. on, Swatow, to load for San Francisco; Aug I, bark Forest Belle, Popp, Foochow. Hukacoa, PR, Sept 9—Arrived, brig Uncle Sam, Gover, tew York. Halipar, Sept 19—Arrived, schr Welcome (Br), Coben, lew York. HALIFAX, Sept 19—Arrived, schr Welcome (Br), Coben, New York.

Lotto, July 25—In port ship Golden Fleece, Bray, from Bombay via Singapore, arrived 2th, for New York; Pegasus (Br), Ellis, for Boston Idg; Itaska, Rush, from Mannis, arrived 9th, for London do.

Kingsrow, Ja., Aug 24—Arrived, schrs Oconee, Billings, Savannah (and sailed Sopt 4 to return via Savanna-lamar); Sept 1, Lottle Johnson, New York (and sailed 8th to return via Old Harbor).

August 25—Sailed, brigs Dei Gratia (Br), Morchouse, Philadelphia, via Savanna-la-mar; schr Louisa D (Br), Wagner, New York via Black River; 30th, brigs Louisa (Br), Bulford, New York via Mack River; 30th, brigs Louisa (Br), Bulford, New York via Morant Bay; Sept 3, barks isabella Harnett (Ar), Williams, New Greans; 6th, Eunomis (Br) James, Philadelphia via Milk River; 7th, schr Ontarlo, McCaulay, New York.

In port 9th, brigs Charlo tie, Whittemore, from and for New York, arrived 8th, for New York, arrived 8th, for New York, Burgess, Bassein; Clanranald, Erskine, New York; James Gaddern, Thomas, Philadelphia; City of Brussels (9), Brooks, New York; Manhattan (9), Price, do; 10th, Republic (9), Perry, do.

Tork. LEGHORN, Sept 5-Arrived, Helen Clinton, Blanchard, Arrived at do 5th. Tyrian (a). Lawson, Denia (aud cleared for New York).

MANULE, July 21.—Sailed, ship Camilla, Snow, Boston: 30th, bark Kadosh, for do; 24th, ship Sonora, Simma, New York (after putting back).

Paim Tree (Br). Bayley, and Interest (Br). Interest (Br). Bayley, and Interest (Br). Interest (Br). Bayley, and Interest (Br). Bayley, and Interest (Br). Interest (Br). Bayley, and Intere

Salled Sil, vesuvius (8), Overlag, (from Antwerp). New York.
Prinambuco, Aug 27—In port brigs Lisette (NG), Kruger, from New York, arrived 24th; Orion (NG), Hespe, from Bangor, arrived 18th.
Pour Spain, Aug 26—Arrived, brigs Emily, Marshall, New York (and salled Sept 2 for Turks Islands); Sept 2, Nellie, Owens, do; 4th, bark Andes, Davis, Baltimore; 7th, brig Sportsman, Carney, do.
Salled Aug 27, brig Elia Val (18th), Gamage, New York.
Ponce, Sept 1—Arrived, brig L & Warmstrong, Marks, New Haven (and sailed for Arroya).
Salled, no date, brig Maggie 8 (Br), for Portland.
Queenstown, Sept 9—Arrived, Albert the Good, Bolt, New York; 10th, Maria, Kedling, do.
Arrived 21st, steamship Olympus (Br), Gill, Boston for Liverpool.

QUEENSTOWN, Sept 9—Arrived, Albert the Good, Bolt, New York; 10th, Maria, Kedling, do.
Arrived 21st, steamship Olympus (Br), Gill, Boston for Liverpool.
The bark Iron Age, Crabtree, arrived 7th from Caibarien, has been ordered to Greenock.
Rio Jannino, Aug. 14—Arrived, briga Contest (Br), from May Island (not bark Contest, from Santills for Montevideo); Molike (NG), Wragge, Baltimore; 28d, ship Eugene and Adele (Fr), Jovet, Marseilles for San Francisco (see disasters); 28th, bark Wild Hunter (Br), Erickson, Richmond.
Cleared, 24th, brigs Leipa Bakarka (Aust), for New York (with 1,635 bags coffee); Oscar (Nort, for Hampton Bonds 2,020 do); Nautilus (NG), Davids, do (4,200 do).
Rio Grande, July 31—In port Lydis Hillon (Br), for Boston, ldg; brig Flora (NG), Hansen, for New York, do.
SEVILLE, Sept 5—Cleared, Camille, Ficke, New York, SERAKORAE, Aug 10—In port steamship Cyphrenes (Br), Frain, for Foochow and New York, via Suca Canal; ship Kaisow (Br), Anderson, for New York.
STROMAS, Aug 39—Salled, brig Magdala (Br), Campbell, Tortola and Boston; 30th, bark Prindsesse Alexandra (Dan) Verdon, Arectho, to Isad for Boston.
STROMAS, PR, Aug 20—Arrived, brig N Stowers, Savage.
New York; Sept 4, schr Peerles, Patterson, Baltimore; St Jonns, New York; 29th, brig Virginia, Johnson, Maracafbo.
In port Sept 7, brig Elodie (Fr), Nusseau, for Baltimore, St Jonns (Antigan), Sept 7—Arrived, schr Gerent (Br),

Maracaibo.
In port Sept 7, brig Elodie (Fr), Nusseau, for Baltimore. Sr Johns (Antigua), Sept 7—Arrived, schr Gerent (Br), Sandford, New York.
Sr Lucia, Sept —Put in, schr White Swan, Halliran, from Boston for Surinam, dismasted.
Sr John, NB, Sept 19—Arrived, ship Frank Flint, Meldrum, Liverpool; schr Sea King (Br), Granville, New York. York.
Cleared 18th, schrs Ada (Br), Belyes, New York; 19th,
Geo Calhoun (Br), Price, do.
Tankacona, Sept 5—Salied, Ercole, Ruggiero, New York
Vertron (Isle of Wight), Sept 9—Uff, Maria Anne, from
New York for Dunkirk.
Yozonana, Aug 22—In port ship Pak Wan (Br), Upton,
from Swatow for San Francisco, repg. American Ports.

ALEXANDRIA, Sept 20-Arrived, schrs B F Lowell, and Sophia Krants, Boston,
Salled—Steamship E O Knight, New York; brig W H
Blokmore, Salem: sehrs M A Franklin, Boston; John L
Manson, Groton; Reading RR No 42, Derby; R S Fokely, Salies Stamship F. C. Kniight, New York; brig W H
Manson, Groton; Reading Rit No 42, Derby; R. S Fokely,
Salies Stams, Sept. 20—Arrived, brig William R. Sayyer,
BOSTON, Sept. 20—Arrived, brig William R. Sayyer,
Sawyer, Elizabethport; Schra Abbie Bursley, Loveli, Alexandria, Va; Carrie F Heyer, Poland, do; Abbott Devereux, Rich, Georgetown, DC; J. W Bartlett, Bartlett,
Baltimore; Annie Bliss, Willey, do; Jennie N
Huddell, Cramner, Philadelphia; Sarnh A. Hammond, Allen, and S. V. Simmons, Weeks, Philadelphia; Jennie Middleton, Whitaser, and J. M Broomail,
Norbury; J Maxfield, Davis; Kate E Rich, Doughty, and
J. G Babcock, Smith, Philadelphia; Abby Wasson, Wasson, and F. M. Sawyer, Nutter, Elizabethport; Addie M
Chadwick, Conn; A. J. Dyer, Bayley; Harriet Newell,
Gould; F. A Fike, Guild, and Saxon, Abbott, Fort Johnson; Hickman, Small, and Lacy Baker, Woodbridge, N.; M. S. Hathsway, Cole, Bouth, Amboy;
D. M French, Chi ds; Win Conners, Toole; Win Butman,
Burns; Douglass Haynes, Nason; Revenue, Phinney,
Lacy & Orcutt, Hart, and Hiram, Sullivan, Lookken; A
Tirrell, Higgins; Clara Jane, McAlep; Jachin, Kane, ad
Sardinian, Holbrook, Rondout; Oalista, Spear, Coxsackie; Union, Arey, New York.

Cleared—Steamers Hannah; brigs Alice Tarliton,
Cleared—Steamers Glaucus; bark R. A. Allen; and from
the Roads, ship Annie Bingay; bark Soil de Gloria (apd
both passed out by Cape Cod at sunset).

21st—Arrived, Helen Campbell (Br), Brooks, London;
Sch Summerville (Br), Johnston, Surinam.

BALTIMORE, Sept 21—Arrived, steamship McClellan,
Bornerville (Br), Johnston, Surinam.

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Bornery Concerners and Surinamers and Surinamers and Surinamers and Surinamers and Surinamers.

Bor

schrs Mary G Farr, Conwell, and A C Lyon, Lyon, New York; Maggie & Lucy, Avery, Fall River. BAKER'S LANDING, Sopt 20—Arrived, D 8 Mershom,

ROCKLAND, Sept 13—Cleared ship Enos So SAN FRANCISCO, Sept 13—Cleared ship Enos So SAN FRANCISCO (Sept 14—Cleared ship Enos So SAN FRANCISCO (Sept 14—Clea market.

20th—Arrived, brig George Gilchrist, Hart, Alexandria;
schra J H Gordon, Bowman; S S Hudson, Henderson; Ct
E Raymond, Kelley; E Fisher, Reynolds, and Market Steelman, Steelman, Philadelphia; Planter, Horton,
South Amboy; Convoy, French, Elizabethort; Montrose,
Allen, Hoboken; Louise, Herrick, and Agnes, Young,
Rondout; Hero, Pratt, New York.

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